

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Carrie W. Babson, Bay of Islands, N. F., 1000 bbls. salt herring.
Sch. Mary Cabral, shore, 5000 lbs. fresh fish.
Sch. William Keene, Cutler, Me., 1200 qt's. cured fish.
Sch. Lillian, shore.
Sch. Pythian, shore.
Sch. Ida S. Brooks, shore.
Sch. Mary A. Gleason, shore.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.
Salt trawl Georges codfish, \$5 for large, \$4.00 for medium.
Salt hake, \$1.75.
Salt haddock, \$1.75.
Salt cusk, \$2.50.
Fresh large codfish, \$2.50, medium do., \$1.75.
Fresh haddock, \$1.20.
Fresh hake, \$1.10.
Fresh cusk, \$1.75.
Large salt mackerel, \$24 per bbl.
Salt tinker mackerel, \$10.25 per bbl.
Large fresh mackerel, 25 cts. each.
Flichted halibut, 6 cts. per lb.
Fresh bait herring, \$2.50 to \$3 per bbl.
Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.
Fresh halibut, 12 cts. per lb. for white and 8 cts. for gray.
Fresh pollock, 75 cts. per cwt.
Newfoundland salt herring, in bulk, \$4.50 per bbl.
Newfoundland salt herring, barrelled, \$5.75 per bbl.

Boston.

Sch. Carrie F. Roberts, 4000 haddock.
Sch. Ramona, 5000 haddock, 5000 cod, 10,000 hake.
Sch. Mildred V. Nunan, 3000 haddock, 2000 cod, 4000 hake.
Sch. Viking, 5000 haddock, 1000 cod, 2000 hake.
Sch. Maud F. Silva, 3000 haddock.
Sch. Oliver F. Kilham, 2700 haddock, 500 cod, 1000 pollock.
Sch. Mary Edith, 6000 haddock, 2000 cod.
Sch. Mary E. Cooney, 5000 haddock, 1000 cod.
Sch. James S. Steele, 5000 haddock, 2000 cod, 4000 hake.
Sch. Rapidan, 1200 haddock, 2000 cod.
Sch. Kernwood, 4000 haddock, 1000 cod, 5000 hake.
Sch. Rob Roy, 20,000 haddock, 10,000 cod, 2000 hake.
Sch. Teresa and Alice, 7500 haddock, 500 cod, 5000 hake.
Sch. Irene and May, 12,000 haddock, 8000 cod, 10,000 hake.
Sch. Winnifred, 5000 haddock, 9000 cod, 24,000 hake, 8000 cusk.
Sch. Hope, 5000 haddock, 500 cod, 2000 hake.
Sch. Mertis H. Perry, 1000 haddock, 700 cod.
Sch. Fanny Prescott, 10,000 haddock, 6000 cod, 8000 hake.
Br. sch. Loyal, 1500 bbls. salt herring.
Haddock, \$3 to \$3.50; large cod, \$3.50; market cod, \$1.50 to \$2; hake, \$1.25 to \$3; cusk, \$3.

BIG CODFISH SCHOOL.

Has Struck in Cape Cod Bay This Week.

Provincetown Boat and Dory Fishermen Making Big Hauls.

The boat and dory fishermen of Provincetown and vicinity are having some big fishing just at present, a big school of codfish having struck in near shore.

Usually the dories have to go a dozen miles away. Just now they are in luck, the cod school having come right into Cape Cod Bay and sought the shoal ground off Wellfleet and nearer shore waters off Pamet harbor, Truro, enabling the fishermen to get to and from their trawls in quick time.

One hundred and fifteen tons represent the catch of Tuesday and Wednesday, 230,000 pounds, of which 120,000 pounds were brought in Tuesday and 110,000 pounds Wednesday. One doryman held up two big samples, one of which weighed 80, the other 70 pounds. The high line dory of Tuesday manned by Frank White and partner, brought home the great fare of 2950 pounds of cod. A big proportion of the fish were caught off California Wharf beach.

One day's "run" of herring was experienced this week, 480 barrels being taken on Monday. Manuel James on Tuesday took 30 barrels of sand lance.

Good hauls of pollock are being made with handlines, and the prospect for good paying work the coming winter season is promising.

BLOWN TO SEA.

British Herring Sch. Loyal Had the Gale Heavy.

Reached Boston Yesterday with Cargo of Salt Herring.

Sch. Loyal, of Lunenburg, N. S., Capt. Donald McCoish of this city arrived at Boston yesterday from Bay of Islands, N. F., with 1500 barrels of salt herring.

Capt. McCoish reports having fine weather until Sunday morning, when 15 miles off Thatcher's a heavy snow squall set in. It was impossible to get the schooner into shelter and with her sails reefed she was blown far out to sea. The gale continued all day Monday. Tuesday the gale moderated, and it was found that the schooner had ridden out the storm with only slight damage, some of her deck fitting and ropes having been torn away by the tons of water that swept over the ship and the ice that formed in the rigging.

The schooner got under full sail and started for Boston on Tuesday night.

FROM BAY OF ISLANDS.

More Fares of Salt Herring on the Way.

Schs. Colonial and Gossip are on the way home from Bay of Islands, N. F., with full cargoes of salt herring. Sch. Edna Wallace Hopper is also supposed to have started with a full cargo.

BAY OF ISLANDS SITUATION.

Frost Prevails and Herring Are Now Very Scarce.

CRUISER COLONIAL TO LEAVE

Interesting Letter to the Times on Present Conditions.

Late information from Bay of Islands, N. F., is contained in a letter received yesterday by the TIMES and dated at Birchy Cove on Saturday last. The letter says that sch. Carrie W. Babson sailed from there December 7 and that the United States fish commission sch. Grampus sailed from there in company with her the same day. The Gossip sailed that morning and the Colonial will sail soon, having come from down the Middle Arm that forenoon. Quite a number of her vessels are nearly loaded, some of them only requiring 200 barrels to complete loading.

The latter part of last week and two or three days of this week herring were quite plentiful in the Middle and Goose Arms.

These occasional runs of fish are sufficient to keep up contacts among the captains. It is conceded by all that there is no large body of herring in the bay. Had there been, the Americans, as well as the Canadian vessels, would have been loaded some time ago.

Up to today, Dec. 9, there have been few days when herring would have frozen. The indications now are that cold weather is likely to appear and many of the vessels are preparing scaffolds. Vessels that came for salted herring late in the season are not all likely to get loads. Some skippers, however, are more sanguine of success than others and there are many conflicting reports concerning future prospects. Taken as a whole, however, the prospect for quick loads of frozen herring, is, it is said, not as encouraging as last season. It is to be hoped that all vessels will secure loads.

That different opinions are entertained by the various captains is shown by some captains chartering their vessels to Newfoundland parties and others chartering Canadian and Newfoundland vessels. All things considered, there seems to be an even chance to be win or lose. The present price of herring is of course an incentive to take greater risks than has formerly been the custom.

Considerable has been said and written for the Newfoundland papers about American vessels being unable to catch herring with their own crews, it being intimated by some, and positively stated by others, that the Americans were helpless without the assistance of Newfoundlanders. That such statements are false and misleading is proven by the number of cargoes carried away from Bay of Islands as compared with those loaded into Canadian bottoms. It is true that many native Newfoundland fishermen have aided the American vessels; men shipped outside of territorial waters, but on the other hand, a number of American vessels have fished with their own crews and have caught equally as many herring as other vessels.

In a recent issue of the St. John's, N. F., Evening Herald an article appeared pointing with considerable pride to the small amount of herring taken this year by American vessels.

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as compared to the number of cargoes secured last season. The writer of the article, in his eagerness to misrepresent and place the herring fishery, so far as it concerned Americans, in a false light, overlooked the fact that American crews have taken as many herring as the Canadian vessels.

The Canadian vessels have had the privilege of buying herring and also catching them and yet they have secured no greater amount of fish than the Americans, proving that, under ordinary conditions, Gloucester fishermen, employing their own method of capture, can catch as many herring as Newfoundlanders, and in the estimation of most captains their (the American) cargoes will cost no more than if purchased in the manner heretofore employed in other years.

Should, in the future, it become the custom to employ crews on shares in the same manner as the mackerel fishery is prosecuted, there is every reason to believe that little or no difficulty will be experienced in securing cargoes of salted or frozen herring in a reasonable length of time, at least as quickly as by the same number of Newfoundland fishermen. By employing this method, the money usually paid to Bay of Islands and other fishermen along the treaty coast, would be paid to our own fishermen, a large portion of which would circulate in Gloucester.

It is said that the common dory is too small for the herring fishery as carried on here. That difficulty is easily overcome. Those who have used the dories this winter will come prepared another season better fitted with boats and gear than they were this year. From the experience now gained it would seem to be unwise for vessels to again attempt to buy herring when they can obtain all that is desired by their own efforts.

Sch. Coronation of Lunenburg, N. S., bound to this port from Bay of Islands, N. F., with a full cargo of salt herring, was spoken Friday off Cape Canso, N. S.

Sch. Henry M. Stanley was at Louisburg, C. B., yesterday, having to seek harbor because of a very heavy northeast gale.

A telegram received from Bay of Islands last night states that herring are now very scarce and that there are few fishermen to be shipped. Frost prevails.

The British warship Latona, which has been stationed at Bay of Islands on fishery patrol duty, has been ordered to proceed to Halifax next week.

The St. John's Herald of recent issue says: "The Fisheries Department sent Constable Foran, of Little Bay, to probe the alleged violations of the fishery laws at Southwest Arm, who reports the complaints unfounded, as far as he could learn. Capt. Dagget's sch. Ulva had sailed with 1290 barrels of split, Scotch cure and Norwegian cure, and headless round or dredging herring. No seines were used and the measures were correct. He learned that J. Young, of Wild Bight, had seined and barred a lot of herring, but had had no time to investigate, but believed it was correct.

Sch. Carrie W. Babson, Capt. Jerry Cook, which arrived here yesterday from Bay of Islands with a cargo of salt herring reports encountering a heavy southeast gale on Sunday, when off Beaver, N. S. The foresail was badly torn after having been single and then double reefed. The craft was then hove to 30 miles off shore, for several hours under riding sail. She rode out the gale in fine style and Capt. Cook says that she is a wonderful sea boat.

In speaking about affairs at Newfoundland, Capt. Cook says too much credit cannot be given to Mr. A. B. Alexander, the government's special commissioner on sch. Grampus, for the manner in which matters were conducted and friction with the Newfoundland authorities avoided. He, with Capt. Hanson and others of the Grampus were indefatigable in their efforts to have everything go smoothly and that they looked sharply after the rights of the American vessels. Capt. Cook says that Mr. Alexander was a regular father to the American skippers and proved himself the right man in the right place as also did Capt. Hanson and his men.

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**SCH. GRAMPUS
HOME AGAIN.**

**Now Notable Craft Arrived
Here This Morning.**

COMES FROM BAY OF ISLANDS.

**Was Central Figure in Recent
Herring Difficulty.**

The United States fish commission sch. Grampus, Capt. G. F. O. Hanson, of this port, arrived here during the night from Bay of Islands, N. S., after a cruise of four and a half months in Newfoundland waters.

The craft has been very much in the lime light of international affairs since she has been gone and the part she and those on her have borne in the vexatious herring difficulty at Bay of Islands since last September is well known to all. Her work has been well and quietly done, with no show of bluster or force, and she has proven herself to have been just

the proper vessel for a case of this kind.

The Grampus, under command of Capt. Hanson, and bearing Mr. A. B. Alexander of the United States Fish Commission as a special commissioner, sailed from here August 4, the object of the voyage being a search for mackerel in Newfoundland waters and a study of the winter herring fishery conditions as affecting the United States.

Capt. Hanson was seen this morning by a Times representative. He said that he could say but little about the trip and preferred to await the arrival of Mr. Alexander before saying much. He felt, however, that the work of the Grampus had become well known, and from the attitude of the American skippers who had been to Bay of Islands as well as the feeling expressed by the vessel owners, it seemed that her mission had been successful, and her work satisfactory.

He said that the Grampus sailed from here August 4 with Mr. Alexander and Mr. Dunlop on board. The first port made was St. Pierre, Miquelon and thence to St. John's, N. F. After this the Grampus visited Bay Bulls and Port au Basque and the mackerel research was continued in the Gulf of St. Lawrence. The aft then went to North Sydney, where Mr. Dunlop left for home.

From North Sydney the Grampus went to Bay of Islands, reaching there September 20, and awaited the arrival of the American herring craft. Since then American interests had been carefully looked after by Mr. Alexander and he and all his men had assisted him in every way possible. No display or bluster was made, but firmness and diplomacy were the weapons and in this manner all trouble was avoided and the American vessels had their treaty rights without molestation. He considered it a matter of great importance that the Grampus was there this fall as her presence had a great influence for good.

The American captains were greatly pleased to find her there and never hesitated to consult Mr. Alexander on all matters, and thus possible trouble and friction were avoided. Of the exact nature of the duties and acts of the Grampus he did not care to speak until he had reported to the government, but contented himself with saying that he thought her mission had been successful.

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They saw much of the British cruiser Latona and hardly a day passed but what visits were exchanged. The officers from the cruiser made no secret of the fact that their craft was there to see that Americans were not interfered with in exercising their treaty rights. The Fiona was there about all the time.

All in all, the trip had been a pleasant one. He expected Mr. Alexander home shortly.

The craft left for home a week ago last Thursday and harbored once during a heavy gale. When they left, herring were scarce and there had been a little frost.

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To-day's Arrivals and Receipts.

Sch. Moocanam, shore.
Sch. Elsie F. Rowe, pollock.
Sch. Georgianna, pollocking.
Sch. Rita A. Viator, pollocking.
Sch. Appomatox, pollocking.
Sch. Waldo L. Stream, Cape Shore, 60,000 lbs. fresh fish.
Sch. Mary F. Curtis, Cape Shore, 50,000 lbs. fresh fish.
Sch. Margaret, Quero Bank, 15,000 lbs. salt cod, 1000 lbs. halibut.
Sch. Gossip, Bay of Islands, N. F., 1500 bbls. salt herring.
Sch. Evangeline, shore.
Sch. Walter P. Goulart, shore.
Sch. Annie and Jennie, shore.
Sch. Mildred Robinson, shore.

Today's Fish Market.

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Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt trawl Georges codfish, \$5 for large, \$4.00 for medium.

Salt hake, \$1.75

Salt haddock, \$1.75.

Salt cusk, \$2.50.

Fresh large codfish, \$2.50, medium do., \$1.75.

Fresh haddock, \$1.20.

Fresh hake, \$1.40.

Fresh cusk, \$1.75.

Large salt mackerel, \$24 per bbl.

Salt tinker mackerel, \$10.25 per bbl.

Large fresh mackerel, 25 cts. each.

Flitched halibut, 6 cts. per lb.

Fresh bait herring, \$2.50 to \$3 per bbl.

Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.

Fresh halibut, 12 cts. per lb. for white and 8 cts. for gray.

Fresh pollock, 75 cts. per cwt.

Newfoundland salt herring, in bulk, \$4.50 per bbl.

Newfoundland salt herring, barrelled, \$5.75 per bbl.

Boston.

Sch. Maryland, 30,000 haddock, 2000 cod.

Sch. Stranger, 2000 haddock, 1000 cod.

Sch. Margaret Dillon, 4500 haddock, 600 cod.

Sch. Yankee, 11,000 cod.

Sch. Blanche F. Irving, 8000 pollock.

Sch. Selma, 5000 haddock, 7000 cod, 4000 hake.

Sch. Seaconnet, 4500 haddock, 2500 cod, 200 hake, 1500 cusk.

Sch. Emily Cooney, 7000 haddock, 2000 hake.

Sch. Robert and Arthur, 24,000 haddock, 10,000 cod, 4000 hake.

Sch. Belbina P. Domingoes, 3000 haddock, 500 cod.

Sch. Olive F. Hutchins, 2500 haddock, 1500 cod, 4000 hake, 2000 cusk, 1000 pollock.

Sch. Flavilla, 2500 haddock, 500 cod, 1000 hake.

Sch. Massachusetts, 30,000 haddock, 16,000 cod, 7000 hake, 3000 halibut.

Sch. Fannie B. Atwood, 9000 haddock, 7000 cod, 7000 cusk.

Sch. John M. Keen, 3500 haddock, 200 cod, 3000 hake.

Sch. Galatea, 4000 haddock, 2000 hake.

Haddock \$3 to \$3.50, large cod \$3.50 to \$3.80, market cod \$1.75 to \$2.25, hake \$2, pollock \$1.50.

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SCH. TATTLER SEIZED.

Big Fishing Craft Detained Yesterday at North Sydney.

VESSEL WILL SOON BE RELEASED

Old Case Practically Settled Before the Seizure.

Sch. Tattler of this port, Capt. Albert Hudder, was seized at North Sydney, C. B., yesterday for an alleged infraction of the Canadian fishery regulations.

It has been known here for some time that the Canadians were after the craft and the owners, Messrs. David B. Smith & Co., had been in communication for some weeks with

the Canadian authorities in regard to the matter.

A telegram from Capt. Hudder yesterday afternoon stated that the vessel had encountered a very heavy northeast gale and was forced to put in at North Sydney, C. B., for shelter, and that the craft had been seized immediately upon her arrival.

The vessel will doubtless be released today as only yesterday morning the firm of D. B. Smith & Co. received a letter from the collector at Sydney stating that the whole matter against the Tattler would be dismissed by the payment of the amount of the fishing license, \$202. This letter was sent from Sydney, December 13 and on the 1 o'clock mail yesterday afternoon Messrs. Smith sent a check in a registered letter for the amount.

About two hours later came the news of the vessel's seizure, she having put into North Sydney that very day. Messrs. D. B. Smith & Co. immediately notified the collector of the receipt of his letter and also that check in registered letter was on the way. They also notified their agent at North Sydney to pay the money for them, if necessary, at the custom house, before the arrival of the check.

For these reasons and under these conditions it is safe to say that the Tattler will be released today and will soon be on her way to Bay of Islands, for another load of frozen herring.

The principal vexation of the detention of the Tattler is the loss of time it entails. Days at Bay of Islands now are very valuable and every hour's delay means a great deal. The loss of two days on the passage down may mean the loss of a trip of herring, as the time between now and when the ice comes down is getting short.

The case for which sch. Tattler is detained is in some respect a peculiar one and the fault for her trouble would seem to lay more with the collector at Sydney than with her captain or owners, and this, in a measure, probably accounts for the willingness of the Canadian government to make a settlement of the case by payment of the fishing license fee.

The trouble arises from the fact of the shipment of men at North Sydney, to pursue the Newfoundland herring fishery.

Fearing that some trouble might ensue when this method of shipping men at Sydney was devised to bridge over the bar placed by Newfoundland against shipping native fishermen in her territory, Mr. Smith telegraphed his captain to take out a fishing license at Sydney. Collector McPherson of that port, he

states, advised that such a fishing license was unnecessary, as the vessel was under register, so the Tattler shipped her men without it and proceeded on her first trip. Subsequently the matter was referred to Ottawa, and the minister of marine decided that the vessel should have taken out a license when shipping men.

An inkling of this coming to Mr. Smith, he immediately entered into correspondence with Collector McPherson and the authorities at Ottawa and the American consul at Sydney. In this Mr. Smith stated that he stood perfectly willing to pay the amount of the fishing license, \$202, no matter where the vessel stood.

The matter was the subject of much correspondence between the firm and Canadian officials and finally, as above stated, yesterday morning came the word that the matter could be settled and Canada would accept the amount of the license fee as full payment. The money was quickly sent and on top of this, two hours later, while the money was in transit, came the news of the seizure.

CONTINUE MODUS VIVENDI.

Nova Scotia Warden Presents Very Strong Argument.

Abrogation Would Work Hardship to Traders and Fishermen.

Warden H. C. V. Levatle, one of the well-known fishery authorities of Nova Scotia, has a communication in the Sydney, N. S. Record in favor of the continuation of the modus vivendi with this country. The article is well written and deals in plain facts and we quote from it as follows:

"As I understand it the modus vivendi license entitles an American vessel to the privilege of purchasing bait, ice, seines, lines and other supplies and outfits, the transshipment of catch, and shipping of crews in Canadian ports. But does not entitle them to fish by seines, nets, or any other method inside three miles from the coast line, or what is generally called inside the three mile limit.

"The purchasing of bait, ice, and other supplies is a direct benefit to the dwellers on the coast, and in several ports is of great financial assistance to the inhabitants. Very few, if any, fish are transhipped in Canadian ports.

"By the reshipping of crews many of our inhabitants (particularly in the western part of the province of Nova Scotia) make their livelihood, fishing in American vessels. They are either shipped on shares, or get a certain amount for the voyage. And as soon as the vessel's catch is landed at its home port, or the fishermen are landed at their homes, the cash is paid to them. This is quite different to the majority of Nova Scotia vessels. Their crews generally have to wait till the fish are dried and sold before getting their money.

"The privileges given to the American fishing vessels under the modus vivendi is of comparatively no benefit to the seiners or hand liners. The seiners are fitted at home, and only come into Canadian ports for shelter. Certainly fishermen often complain that in throwing their seines (which they can do three miles off the coast and we cannot prevent them) they scatter the mackerel schools, thus preventing the mackerel from meshing in the fishermen's nets.

"It is a frequent occurrence to see seines thrown around schools of mackerel in the midst of the shore fishermen's nets, although our own fishermen say the Canadian cruisers destroy more of their nets than the American seining vessels.

"Handline fishermen are fitted at their home ports. They use preserved clams for bait and do not need to use a Canadian port for shelter, wood, water or repairs.

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"The modus vivendi license is of benefit to the American fishing vessels fitted for trawling codfish. They take out licenses when actually compelled to buy supplies, bait, ice and to ship crews. And this means ready money to our people. If this was stopped suddenly it would injure business in some ports and deprive many of our people of their present means of livelihood.

"Canadians should show faith in their own country and its natural industries before preventing many of their people from trading and working for those who treat them squarely. Stop the modus vivendi licenses and the poorer people of our maritime provinces would be the sufferers. What is wanted is capital and energy.

"Let our people who have capital at their command organize strong companies to be managed by competent people, to prosecute the fishing business in all its branches on the lines of the large American fishing firms, and it won't be long before the consumers of fish in the United States will compel a removal of the existing duties on fish. We are in the centre of the great fishing grounds, and have the population who will gladly work for their own people in preference, if they can earn nearly as much money by doing so. The demand for fish is greater than the supply, and the business is capable of immense development.

"There is no reason why right here in Cape Breton one or more of our ports should not be the producer, and the great distributing point for fish of all kinds and along all lines. Until this is accomplished and Canadians take up this fishing question with vigor from a commercial standpoint I see no good reason why our people should not be allowed to sell anything they choose to American vessels, and when opportunity offers at good wages become members of their crew, without any restrictions.

H. C. V. LEVATTE.

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CUTTER IS ASKED FOR.

Vessel Owners Fear That Ice May Nip Herring Fleet.

ASK HELP FROM GOVERNMENT.

Congressman Gardner Working for Early Start of Craft.

As the result of a recent conference of several of the vessel owners, Collector of Customs William H. Jordan has sent an appeal to Congressman Gardner, asking him to obtain from the department of commerce and labor an iron revenue cutter to be sent as soon as possible to Bay of Islands, N. F., to be on hand for the relief of the large fleet of American vessels at that port and prevent them from being frozen in when the ice comes down.

Despatches from Washington say that Congressman Gardner has taken the matter up, but the department has not yet decided to send the vessel.

The fishing fleet apparently has not had a